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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY\  
REGION V

DATE: January 7, 1995

SUBJ: Standard Scrap Metal/Chicago International Exporting Site Pollution  
Report

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POLREP NO: POLREP 5

## II BACKGROUND

Site No: 05HQ

Delivery Order No: 5001-05-357

Response Authority: CERCLA, Time Critical Removal Action

NPL Status: Not on NPL

State Notification: IEPA Notified (IEPA Referred the Site)

Action Memo Status: Approved

Start Date: October 28, 1994

Demobilization Date: Pending

Completion Date: October 1995

## III SITE INFORMATION

Refer to POLREP 1

## IV RESPONSE INFORMATION

### A Situation

#### 1 Current Situation

\* The site is an active scrap yard shredding electric motors, some of which contain PCB capacitors. The PCBs are released during the shredding operations and have been found to be contaminating the copper, steel and organic fluff piles and soil in the Main Yard. U.S. EPA is currently conducting a Time Critical Removal Action to alleviate imminent threats to human health at this site.

#### 2 Removal Activities To Date (Dec 17, 1994 thru Jan 6, 1995)

\* ERCS contractor Riedel Environmental continues excavating and loading PCB contaminated soil from the West Yard and PCB and Lead Contaminated fluff/soil from Main Yard into rail cars

- \* ERCS contractor continues moving scrap and other metal debris from the northwest portion of Main Yard, and also continues excavation and stockpiling soil in Main Yard
- \* Pre-excavation sample results of Main Yard indicate PCB and metal contamination below the concrete/asphalt pad. PCB and Lead contamination has been detected above regulatory levels down to four feet deep.
- \* The UST containing Kerosene, water and PCB was removed from the ground, decontaminated and moved into the Main Yard: it was salvaged by the PRP. Water, which quickly collected in this area after removing the UST, was pumped into two tankers and disposed of at Safety Clean's Breslube facility in East Chicago, In.
- \* Two rail car loads of soil from West Yard and one rail car load of fluff/soil from Main Yard was shipped out on 12/19/94. One of these rail cars went off the tracks at the rail terminal. However, no spillage occurred, and the rail cars were shipped again after mending the tracks
- \* Confirmation samples were collected from the excavated grid areas of E-2, E-3, D-2, D-3, and D-4. Except for E-3 grid sample (UST excavated area) all other samples were below the removal criteria for metals and PCBs. Contamination is prevalent even at 10 feet depth in the UST excavated area
- \* Sample results of 5 hopper boxes under the cyclone separator indicates PCB contamination up to 913 ppm. This material was being blown into the scrap yard and was observed releasing into the street and neighborhood and depositing on cars. These fluff boxes were emptied into the hazardous waste stockpile and will be disposed. Pre-excavation samples from B-11 grid showed PCB contamination of 2,700 ppm at 1 foot and up to 32 ppm PCBs at 4 feet depth.
- \* Debris was cleared from the main yard and site maintenance was carried out between December 26 through January 3. The debris had to be cleared out to facilitate excavation efforts in the main yard.

### 3 Enforcement

An additional Unilateral Administrative Order will be issued to Chicago International Exporting to discontinue releasing PCB's from the shredding and copper separation operations and to sample feed and processed materials for PCB's.

## B **Planned Removal Activity**

Refer to POLREP 1. U.S. EPA's planned time critical removal activities include completion of the removal of contaminated soil from the West Yard. The second phase has initiated and will involve sampling and removal of contaminated soil from the Main Yard. Contaminated scrap and other metal piles in the Main Yard will be removed and disposed of if determined hazardous. The concrete and asphalt pad beneath the shredding operations will have to be decontaminated with a high pressure washer. The concrete pad in the North end of the Main yard

will be demolished and the lead contaminated soil beneath the pad will be excavated and disposed.

**C Next Steps**

- \* Excavate further in UST area
- \* Complete excavation of West Yard
- \* Continue transportation and disposal of excavated soils
- \* Collect air samples from Main Yard periodically
- \* Initiate High Volume Air Sampling for PCBs and Lead
- \* Continue excavation and confirmation soil sampling in Main Yard
- \* Dispose of Special Waste and TSCA/RCRA Waste

**D Key Issues**

- \* Court hearing in U.S. District court will resolve the issue of access to the East or Main Yard
- \* Commence disposal of special waste due to limited space on site
- \* Issue and enforce if necessary the Unilateral Administrative Order to Chicago International Exporting to cease releases PCBs from the shredding and gravity separator operations.

**COST INFORMATION (as of 01/06/95)**

	<b>COST</b>	<b>CEILING</b>
ERCS	705,605	\$ 2,000,000
TAT	42,584	\$ 100,000
USF, EPA	31,984	\$ 50,000

**VI DISPOSITION OF WASTES**

- \* Disposal of TSCA, RCRA and mixed TSCA/RCRA waste has been set up at Envirosafe via railcar transport. Loading of the railcars and disposal of waste commenced on December 9, 1994
- \* Seven rail car loads of polychlorinated biphenyl contaminated soil weighing approximately 630 tons were shipped on 12/19/94 and 1/6/95 to the Envirosafe facility in Grandview, ID. A total of 20 rail cars have been shipped off-site for a total of 1800 tons.
- \* About 5,500 gallons of UST liquid was pumped into a tanker and shipped to Safety Clean (Breslube) on 12/20/94 for disposal
- \* Approximately 3,000 gallons of water stored in on-site tanker was shipped on 12/21/94 to Breslube disposal facility
- \* Disposal of special waste (soils containing less than 50 ppm PCB) is set up at BFI Mallard Lakes. The OSC will ask IEPA to expedite the approval of this special waste permit.